

POMRIL

Pure Non-alcoholic  
APPLE JUICE.

Per Dozen Quarts \$6.00.

Per Dozen Pints \$3.50

H. Price & Co.

# The China Mail

ESTABLISHED 1845.

CLUB

WHISKY

Finest Value in the Colony.

\$14.00 Per Dozen.

H. Price & Co.

No. 13,171

號九十月六年五零百九千一英

HONGKONG, MONDAY, JUNE 19, 1905.

日七十月五年巳乙

PRICE, \$3.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for  
EUROPE.  
Parcels and Goods shipped to all parts  
of the World.  
All Expenses, including Duty and other  
charges, may be paid by order,  
or otherwise as desired.  
Goods received for Storage, Packing,  
Shipment or Transshipment.  
Estimates for Freight and other charges  
upon receipt of Cubic Capacity, Contents,  
Weight and Value.

CHINA PARCEL EXPRESS.

Office—3, DUNDRELL STREET.

Hongkong, December 5, 1904. 1815

Intimations:

KOWLOON BOWLING GREEN CLUB,  
AUSTIN ROAD.

TENDERS are required for ALTERA-  
TIONS and EXTENSION to the  
above GREEN PLANS, &c., can be seen  
by applying to the Hon. Sec., A. R.  
KINROSS, Kowloon Dock,  
Hongkong, June 16, 1905. 1159

HOTEL BALTIMORE

(Late Hotel America)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under  
European Management.  
NICELY FURNISHED, AIRY ROOMS,  
EVERY COMFORT FOR RESIDENTS  
AND TOURISTS.

EXCELLENT CUISINE.  
Three minutes walk from the Ferry Wharf.  
Terms Reasonable.

Apply THE MANAGERESS.

Hongkong, June 14, 1905. 1151

COMMERCIAL UNION ASSUR-  
ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCI-  
DENT, PLATE-GLASS INSURANCE  
and FIDELITY Guarantee Policies issued  
at Lowest Current Rates.

W. H. TRENGGARD DAVIS,  
Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

NOTICE.

THE HONGKONG & CHINA GAS  
COMPANY, LIMITED beg to notify  
the Public that in addition to the recent  
REDUCTION IN PRICE OF GAS TO  
\$3.00 PER THOUSAND cubic feet, they  
now offer the following FAVOURABLE  
TERMS TO INTENDING CONSUMERS:

1.—SERVICES up to 60 feet in length  
will be laid FREE.

2.—NO CHARGE will be made for  
METER-FIXING.

THESE CONCESSIONS will only apply  
to houses in which the work of fitting  
internal pipes is carried out by the Gas  
Company.

ESTIMATES for any kind of Gas-fittings  
will be supplied WITHOUT COST to in-  
tending or existing customers.

THE COMPANY hire or sell all kinds of  
Gas Fittings—whether for Heating,  
Cooking or Lighting—and INVITE IN-  
SPECTION of their Stock at their NEW  
SHOW ROOMS at WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, June 12, 1905. 1128

PERFECTION IN CHEESE.

BYSSON'S CRUSTLESS DUTCH

DUTCH OREAM CHEESE

in 1 Kilo Tins.

OF ALL DEALERS.

Hongkong, May 27, 1904. 1030

THE POPULAR

SCOTCH

IS

BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

HER MAJESTY THE PRINCESS OF WALES

Supplied at all the Leasing Clubs and  
Hotels, and to be obtained from LANE  
CRAWFORD & Co., Queen's Road  
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.

s.s. FATSHAN, 2,230 tons, Captain R. D. Thomas.

s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.

s.s. KINSHAN, 1,965 tons, Captain J. J. Leeson.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.

(Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-  
mer Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and  
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE LINDA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.

s.s. NANNING, 589 tons, Captain O. Butcher.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 875 Tons, Captain B. Branch,  
Makes a Round Trip to Wuchow (calling at all ports on route) and back every 6 days.  
This Fine New Steamer has Excellent Saloon Accommodation and all Modern  
Comforts.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.

Hongkong, September 6, 1904. 1630

HARRIS-KEENEY COMPANY

BEG to announce that they HAVE OPENED A SHOW ROOM in PEDDER  
STREET, Next to the Post Office, just opposite the main entrance to the Hong-  
kong Hotel, with a full line of High-grade FIDRE, RATTAN and HARDWOOD  
FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905. 19

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904. 1812

CARMICHAEL AND

CLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: CARMICHAEL, HONGKONG.

A. B. O. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1905. 563

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

China Mail Office.

Hongkong, August 2, 1904. 1419

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905. 604

LEE CHEE WING & CO. 義

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS STEEL

IRON WARE, &c.

STEEL GIRDERS and TEES.

CORRUGATED IRON, FIG IRON, &c.

Suitable for

Ships, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1237

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

All Work done in this Establishment

is promptly executed. Neatness a

Speciality. Ironing and Washing done by

experienced Japanese.—Prices Moderate.

G. MONY, Proprietor.

Hongkong, February 13, 1905. 508

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

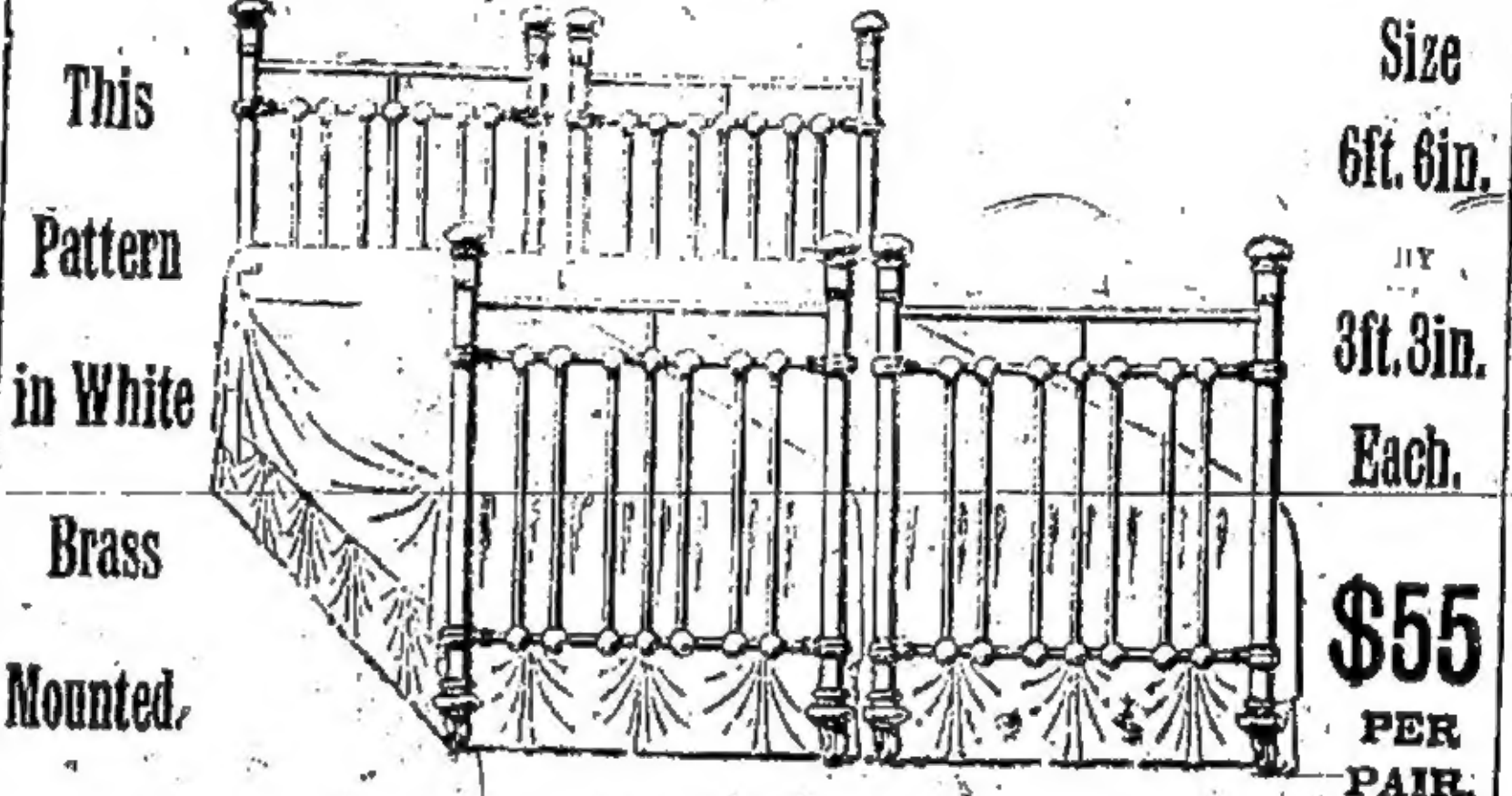
PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
PEN is the South Winds in Summer and protected from the North-East Winds in  
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.

TERMS:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.

Hongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL'.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1866

N. LAZARUS, 10, D'AGUILAR

OPTICIAN, STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904. 1707

IF YOU WANT A GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VŒUX ROAD.

Hongkong, March 29, 1905. 509

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years'  
experience in tattooing is a guarantee of good work and prompt execution. My  
Colours are absolutely fast and perfectly harmless, and produce a charming effect not  
attained by any other, as their composition is only known to me. H. R. H. The Duke  
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;  
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as  
attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1419

THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years'  
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Flagship of Vice-Admiral Bayle.



Ask for  
**TANSAN**A NATURAL MINERAL  
WATER Bottled at the  
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints ..... \$6.00

Per Case of 100 Pints ..... \$8.00

**Crisp,  
Delicious,  
Invigorating.**Drink  
the  
World  
Renowned  
Nerve and  
Muscle  
Strengtheners.THE Original and Genuine J. Clifford  
Wilkinson's  
ACTS gently, Acts pleasantly, Acts  
beneficially.  
NOTHING like it, for depressed  
Spirits.SIMPLY marvellous.  
AND worth its weight in Gold.  
NOTHING can surpass its popularity.**TANSAN**Can be obtained at all 1st Class  
HOTELS and BARS in the FAR  
EAST.Beware of fraudulent  
IMITATIONS.The only genuine TANSAN  
Bears the name of  
'J. CLIFFORD-WILKINSON.'**H. PRICE & CO.,**12, QUEEN'S ROAD,  
SOLE AGENTS FOR HONGKONG.  
Hongkong, June 3, 1905.**WM. POWELL,**

LIMITED.

**ALEXANDRA**

BUILDINGS.

**BEDSTEADS****BEDSTEADS****BEDSTEADS**

Now on show in our

**FURNISHING****DEPARTMENT.**

PRICES RANGING FROM

**\$30.00 TO \$385.00**

EACH.

**LIGHT DAINTY****FABRICS**

for CURTAINS, etc.

INSPECTION INVITED.

**WILLIAM POWELL,**

LIMITED.

**HONGKONG.**

Telephone No. 125.

**BOTTLED ALES AND BEERS.**

Ind. Co. &amp; Co. per doz. per doz.

Bass, Light 8, Pts. \$16.00 \$2.10

Gravit Ale 4, Qrs. 18.00 4.00

Do. 8, Pts. 20.00 2.50

Bass, Dark 8, Pts. 20.00 2.50

Head, 4, Qrs. 16.00 4.15

Do. 8, Pts. 18.00 2.75

Pilsener 6, Pts. 16.00 2.70

Munich, Dark 4, Qrs. 16.50 4.15

Do. 6, Pts. 16.50 2.75

Blair, American 6, Qrs. 27.00 4.60

Do. 10, Pts. 28.00 2.65

Yebisu, Japanese 8, Pts. 15.50 2.00

Light 8, Pts. 15.50 2.00

**BOTTLED STOUT.**

Ind. Co. &amp; Co. per doz. per doz.

Guinness, Best 8, Pts. \$18.00 \$2.35

Head, 4, Qrs. 19.00 5.00

Guinness, Best 8, Pts. 24.00 3.00

Head, 4, Qrs. 24.00 3.00

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Guinness, Best 8, Pts. 24.00 3.00

**NOTICE TO CORRESPONDENTS.**

All business communications for this

office should be addressed to THE MANA-

OZ.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone No. 23.

The China Mail.

HONGKONG, MONDAY, JUNE 19, 1905.

**BRITISH SHIPPING SURVIVING.**

ONE of the most interesting and

instructive documents issued by the

Hongkong authorities is the annual

report of the Harbour Master, contain-

ing a rule, an array of figures, which,

when analyzed, affords one of the best

indications available of the condition

of trade in the Far East. Hongkong

holds a unique position in the ports of

the world, being, as it undoubtedly is,

nothing less than a huge warehouse.

Our harbour is, as it were, a giant

gateway, through which passes almost

the entire shipping of the Orient, and

as they pass through the ships are

noted and classified in the report on

the work of the year which is published

annually. We have just received the

report for 1904, and it, like its predeces-

sors, is not lacking in interest.

On examining the first part of

it we find that the total number

of vessels which entered the

harbour during the year was 58,093,

representing a tonnage of 12,388,892.

Compared with the previous year an

increase of 33,274 ships with a tonnage

aggregating 1,429,599 is apparent,

which is equal to about 13 per cent. Tak-

ing the comparison still further back—

to 1894—the figures show that the

shipping of the port has advanced by

77 per cent. The following table gives

the number of vessels and the total

tonnage that entered Hongkong in

1894, 1899 and 1904:—

(Vessels. Tonnage.

1894..... 37,248 6,957,215

1899..... 26,010 8,570,204

1904..... 58,093 12,388,892

In May of last year we announced

upon the decrease of the number of

vessels and the increased tonnage, but

now we find that the number of vessels

to enter the port is more than 100

per cent. in excess of 1903, while the

tonnage is only about 13 per cent. higher.

Great Britain's vaunted supremacy of

the sea has been the subject of much

discussion of recent years, and it has

been pointed out by able writers that

slowly, but none the less surely, our

continental rivals are wresting it away

from us. There can be no doubt that

in Europe the preponderance once held

by Great Britain has diminished, but

here at Hongkong the remark does

not apply. From the figures in the

report before us it is amply demon-

strated that such is not the case, as far

as we are concerned. Up to 1903 our

most successful rivals here were the

Germans and the Japanese, who were

increasing their shipping by leaps and

bounds. Last year, however, came a

reversal. British shipping increased

here by about 18 per cent., but German

**LOCAL AND COAST NEWS.**

The English Mail of the 20th May

was delivered in London on the 17th June.

Since January there have been 107

cases of plague, 168 being fatal.

Yesterday afternoon the "Chiyan"

sighted two Japanese cruisers and two

destroyers 100 miles north of Turnabout.

Leave of absence on private affairs to

the neighbouring countries has been granted

to Lieut. W. V. Nugent, Royal Garrison

Artillery, from 26th June to 26th August.

There were 248 European, and 102

Chinese visitors to the City Hall Library

and 88 European and 1,454 Chinese visitors

to the Museum during the week ending

June 18.

The Yellow Dragon—the Queen's Col-

lege Magazine—for June, is out. As a

frontispiece there is a photograph of the

staff of the Queen's College, and interesting

particulars of the staff are given.

When the "Prinz Waldemar" arrived

at Sydney on her last voyage 23 Chinese

stowaways were discovered. They had

been concealed in tanks and presumably

fed by some of the crew of the vessel.

The ordination of the Rev. W. D.

Hipwell took place at St. John's Cathedral

on Sunday. The ceremony was performed

by His Lordship the Bishop of Victoria

and before the Ceremony a sermon was

preached by the Rev. F. T. Johnson

(Chaplain of the Cathedral.)

A sampan woman was sentenced to

fourteen days' imprisonment at the Magis-

tracy this morning for stealing two foot-

boards from a yacht at anchor in Hong-

Kong Bay. Mr. Farrell, the owner of the yacht,

identified the foot-boards as his property,

after they were recovered from the house

where the defendant lived, and she enter-

ed a plea of guilty to the charge.

Sale of Crown Land.

The letting by public auction of garden

lot No. 24, situated near Magazine Gap, was

conducted at the Public Works Office this

afternoon. Mr. Duncan Clark, the original

applicant, was the only bidder and purchas-

ed the lot for \$410, an advance of \$20 on

the "upset" price. The lot adjoins that on

which Mr. Clark's residence is situated and

was purchased by him for the purpose of

constructing a tennis court.

More Trouble at the Magistracy.

Before Mr. F. A. Hazeldan, at the

Magistracy this morning, Chan Shun, for-

merly sheriff and clerk at the Magistracy,

was charged with having, while so employ-

ed, embezzled the sums of \$500 and \$510 on

March 17 and May 10 respectively and fur-

ther with having falsified two books con-

taining section 7 of the Larceny Ordinance.

At the request of Chief Detective Inspector

Hanson the case was postponed until Thurs-

day next, bail being allowed in the sum of

\$2,000.

The Stranded "Sally."

We understand that the typhoon

which has recently been in evidence here-

about did not have any influence upon the

waters of the Diale d'Along, where the

"Sally" lies stranded. A telegram in

response to one forwarded by Sir Paul

Chater announced that the weather was

fine. So far the work has been delayed

by the sinking of the pontoon, but it

is expected it will be raised

within a few days. Of late weeks the

engineers have had to contend against a heavy

sea. A steady swell has been rolling in

which has had a rise and fall of ten feet—

sufficient to smash the pontoon up if it

was placed under the keel of the cruiser.

So far as the vessel is concerned she has

**BY TELEGRAPH.**

[CHINA MAIL'S EXCLUSIVE SERVICE.]

[SUPPLIED BY WIRELESS TELEGRAPH.]

[Received on June 17, at 6.30 p.m.]

**INTERNAL RUSSIA.**

[REUTERS'S SERVICE.]

**PROSPECTS OF PEACE.**

Russian Press is Arrogant.

LONDON, June 16.

The St. Petersburg press continues to

comment in an arrogant manner on the



## INTERNATIONAL CRICKET.

## THE MATCH ABANDONED.

## Position in Favour of England.

Our special correspondent, who up till the present has kept us well informed with regard to the test matches in England, has neglected to cable us for to-day's paper. We learn, however, from this morning's Daily Press that the game has been abandoned owing to rain, and that being so it will consequently count as a draw.

The result is unsatisfactory to all parties, and it is to be regretted that the elements should have been against the players. When stumps were drawn on Friday night England was in a commanding position—one might say a winning position, for with five wickets down for 161 runs, the home team had an advantage of 252 runs with five wickets still to fall. With a wet wicket the remaining five wickets may not have added many more runs, but Australia would have been set a severe task to wipe off her deficiency. Everything appears to have been in England's favour, and even taking into consideration the oft-quoted 'glorious uncertainty' of the game—Australia would probably have had another loss recorded against her. As it is nothing has been gained by the match, but there has been so much lost time.

It is difficult to understand how it is that the game has been abandoned, seeing that so much depended upon it. The rule regarding the duration of test matches for this tour is that each of the first four test games shall be limited to three days each, while the fifth game—a deciding game—shall be played to a finish.

The most engagement for the Australians is that against Essex on June 22, so that the second test match could easily have been continued to-day and to-morrow, and still have allowed the Australians to have a day's spell before commencing their next game. Drawn games are never appreciated, but at Home it is, in some quarters, considered advisable to limit the duration of the matches to prevent that slow and careful play that might be inflicted on the spectators were the games played to a finish in every instance. Whether there is such a danger is a moot point. Certain it is that in Australia—where all test matches are played to a finish—no seldom hears that plea, raised, and but few games have been voted as tedious. Even were the reason a sound one it is hardly right, in our opinion, to bind the players down to a limited period, when the supremacy of the two nations in the sport hangs in the balance.

Looking back on the last two Australian tours in England we find that in 1899 no less than four out of the five games were drawn (the fifth was won by Australia) and in 1902 two were drawn (Australia winning two and England one). Such a result cannot be hailed with gratification by anyone, and we opine that the day England falls into line with Australia and permits of all test matches being played right out will be a welcome one to most who follow the fortunes of either team with interest.

The concession already granted this year that the final match is to be played out if necessary indicates that influences have already been at work, and that the thin end of the wedge has already been inserted. But will that influence be sufficient to break down the barriers of 'old custom' and open the way for the rejection of old ideas and the reception of the new? The question will answer itself in the future.

## AN ANCHORAGE AT SANTUAO.

## Safe from Typhoons.

A correspondent at Santua writes us as follows:—Owing principally to the lack of telegraphic facilities we have hitherto been favoured by very few visits from men-of-war, on their way up and down the coast, although this magnificent (Santo) Inlet possesses exceptional advantages in the shape of anchorage for the very largest vessels in all kinds of weather. There is no bar, no pilot is required, and the harbour can be entered at all times, regardless of the state of tide.

A Telegraph Office was opened here on the 6th inst. When this becomes generally known the port will probably be more frequented, especially during typhoon weather. Admiralty charts Nos. 1908 and 2292 show the entrance to, and interior of, the Santo Inlet, now more usually called Santua.

**WORTH REMEMBERING.**—There are not nearly so many people coughing now as there were before Stearns' Wine of God Liver Oil was placed on the market. It stops the cough. Remember that.

## Continued Neuralgia During the War.

I had a bad case of neuralgia which I contracted during the war. I tried several kinds of medicine but they did me no good until a friend of mine recommended Chamberlain's Pain Balm which gave me immediate relief. I have had no trouble since and must say that I had Chamberlain's Pain Balm a fine medicine. I have since used it for other troubles and always with good results. J. V. Wilson, Jacobina, Transvaal. For sale by All Dealers, Watson & Co., Ltd., General Agents.

## A LETTER FROM SIBERIA.

## Sidelights on Russian Life.

The following excerpts are from a private letter, dated Irkutsk, May 10, which has very kindly been handed to us to make some extracts from, and which is interesting as showing public feeling in that quarter. The writer is evidently in sympathy with the autocrats:—

'We are greatly interested to know if Admiral Rozhdestvensky will reach Vladivostok or not. It is high time that we had our victory being beaten every time is apt to grow monotonous. The Japs. are certainly very smart. You were praising Stessel in your letter but as you know he has been dethroned, and I have met several people from Port Arthur and they are all against him.

'Strikes and riots are taking place all over Russia. We had a big procession here the other day, the people carrying red flags and singing the Marseillaise in Russian, etc. One night at the theatre I saw a demonstration during the performance. The socialists started throwing proclamations down into the pit and singing revolutionary songs and shouting "down with autocracy" and "down with the war." If they had made all this noise during the intervals it would not have mattered so much, but they continued singing the Marseillaise in the gallery while the chorus on the stage was being sung. People in the boxes and pit were hissing, others were applauding and altogether there was such a noise that the performance came to an end.

'The police locked up the gallery and posted soldiers with guns and fixed bayonets at the doors and kept the mob locked up till the early hours of the morning. Of course, as always with us, the college girls led the row. You could hear them shrieking away all sorts of silly speeches. I have no patience with the socialists, as a rule they are people who are not the least bit of use anywhere. I understand the work people striking as long as they don't start breaking windows and burning down houses. The "hooligans" are having a rare old time of it. They raided and plundered Yalta, a town in the Crimea, and thereby gained the sympathy of the foreign newspapers. I wonder what the editor of The Times would say if a crowd of "hooligans" were to break into his bank, plunder and set fire to it, and then murder his family. We have an anti-revolutionary party now which is known as the "Black Hundreds" and which is made up of school children and their teachers, even school children and their teachers. "Hooligans" again of course. Altogether we are having a gay time, shrapnel in Manchuria and bombs at home. Irkutsk is not a very safe place to live in. There are very few policemen and any amount of kick-of-mad men and runaway convicts so that murders and robberies are very frequent. Typhoons are still passing through to Manchuria, but I fancy in fewer numbers.

'As the trains are all occupied by the military it is very difficult to get things here. The newspapers cannot get paper to print on and the shops get their goods sent as baggage in small baskets, and sometimes there are no candles, flour, etc., but I hear that goods trains are to be run instead of express trains and then things will be better.

'I should not wonder if the Japs were to go for Australia after finishing with us. A week would be enough for them to do it in. How would you like to be a Japanese subject?

## IN THE WAKE OF BATTLE.

## The "Sheikh's" Experiences.

Captain C. Jones, master of the s.s. "Sheikh," has arrived in Tientsin after a most interesting and occasionally exhilarating experience, says the China Times. The "Sheikh" was bound from Mororan and Otaru, ports of Japan, for Yaku, with a cargo of many sleepers, in which Messrs. Williams, Forbes and Company are said to be interested. She left Otaru on the 24th May, not knowing that the acts of God and the King's enemies etc., as the charter party has it, were to be encountered in full force within a few days. On Sunday, the 27th May, as the good ship was ploughing her way to Yaku, increased in number, and in the manner in which great fragments of the Tushima Strait, and from the negligence of the Japanese warships had picked up every survivor they could find; but these men had apparently got out of the way. They were in the last stage of starvation. (One of them was so terribly weak that, when brought on deck, he had to be supported.) So far, they were the survivors of some six sailors who had found refuge on a piece of wreckage. The other four had dropped off exhausted, or been washed away. They appeared to have belonged to the "Navarin."

The "Sheikh," having humanely looked around in vain for any further survivors, proceeded on her voyage, and was soon afterwards hailed by a Japanese warship. The "Sheikh" hove to, and was requested to proceed in company of the warship to the naval port of Sasebo. This order was of course, complied with, and the "Sheikh" duly arrived in Sasebo the next morning the 29th, after having heard heavy firing to the southward.

At Sasebo, Captain Jones was blindfolded as a precaution, but was well treated, crew and cargo intact, on Wednesday, the 31st.

While at Sasebo the officers of the "Sheikh" saw three Russian battleships brought into port, and the whole Japanese squadron in magnificent array, powder-stained but sound and intact, came streaming in. At this sight, which might have been expected to arouse a furor of patriotic enthusiasm, there was no demonstration whatever. It was taken as a matter of business.

Capt. Jones suffered no inconvenience beyond the slight delay, which he bore with equanimity; particularly as he heard that "Tushima Strait" was at sea with mines. He was, therefore, safer at Sasebo than in the battle area.

It may be added, in testimony to the humanity of the Japanese authorities, that the mines, which they laid were so constructed as to float for twelve hours only, at the end of which limit they sank automatically.

## SATURDAY'S GYMKHANA.

## Good Sport.

The Gymkhana Club's second meeting this season was held on Saturday under rather unfavourable weather conditions. The attendance, however, was moderate and included a good percentage of ladies. His Excellency The Governor witnessed all the races, some of which provided keenly contested finishes. The pari-mutual was well patronised and the dividends paid were such as to gladden the hearts of those who had their money on the right horses. Nomination for the Hurdle Race Challenge Cup was a complete surprise and only eleven people held tickets to participate in the division of \$300. Mr. H. P. White acted as handicapper, Mr. J. A. Jupp clerk of scales, Mr. G. H. Potts starter, Mr. W. G. Ross 2nd starter, Mr. T. S. Forrest time-keeper, and Mr. C. G. Macke Hon. secretary and treasurer.

The results were as follow:—  
THREE-QUARTER MILE FLAT RACE.—For Hongkong, subscription griffin of any season. Weight for inches as per scale. Winners of an open race to carry 7 lbs. extra; of two or more official races to carry 10 lbs. extra; of three or more to carry 13 lbs. extra. Unplaced ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by D. Macdonald, Esq.; 2nd Prize: \$25.

Hon. Mr. F. H. May's Policy, 1st 6lbs. Owner 1

Mr. G. H. Potts' Jungo King, 1st 7 lbs. Mr. Alderton 2

Mr. W. A. Cruickshank's Black Monday, 1st 7 lbs. Owner 3

Other starters: Forward, Two Step, and Alarm.

Black Monday made the running until nearing the village where Alarm came to the front, closely followed by Policy. The race home was between the latter two, Policy winning with very little to spare. Time 1 min. 40 sec. The pari-mutual paid \$22 20.

TEST PRIZES.—Best of three runs, Points for pace and style. Open to any class of pony. Entrance fee \$5. 1st Prize: awarded, 2nd Prize: \$25.

There were five competitors, but Mr. Johnston on K.O.S.K., outstayed the field for both pace and style. He succeeded in securing the peg on each of his three runs and earned a good deal of applause from the spectators. Mr. Cruickshank was a good second.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.

For all China Ponies. Catch weights at 10 st 6 lb. Winners of an open race or open griffin race 6 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of the race to carry 5 lbs. extra for each win in subsequent races for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 16 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's Border Raider, 10st 6 lbs. Mr. Cruickshank 1

Hon. Mr. C. W. Dickson's Ca Cann, 11st 4 lbs. Mr. Johnston 2

Mr. E. Owen's Grafton, 10st 11b 2 Mr. Leslie 3

Other starters: Tuscan King, Mick and Beaneke.

Ca Cann was again expected to win, notwithstanding the penalty carried from last meeting, but Mr. Johnston was too late in making his run. Beaneke went to the front at the start and led the field round to the village, but dropped behind and Ca Cann and Border Raider contested the race up the straight, the latter only winning after a hard fought finish.

Time 2 min. 12 sec. Pari-mutual \$27 20.

LADIES' NOMINATION.—Race.—Gentlemen's only. Distance about one mile. For all China ponies. Catch weights at 10 st 6 lb. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 5 lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be the pony scoring the most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of the race to carry 5 lbs. extra for each win in subsequent races for the cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 16 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the club funds. At the conclusion of the season a cup, value \$80, will be presented to the owner of the pony obtaining the second-highest number of marks.

Mr. N. H. Rutherford's Nomination, 10st 6 lbs (Mr. Smeekes) 1

Mr. W. J. Groom's Glenburn, 10st 10 lbs (Mr. Leslie) 2

Mr. J. Johnston's Ben Roper, 11st 4 lbs (Owner) 3

Other starters: Doris Castle, Rajah and Black Monday.

Black Monday was fancied by a large number of backers but the pace soon proved too fast for him. He was completely outdistanced. Nomination surprised all but a few knowing ones by taking the lead and keeping it without being called upon to make a very great effort. Dividend \$85.

## ONE MILE AND A QUARTER FLAT RACE.

## Handicap.—For all China Ponies.

Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by Mr. J. Johnston's Border Raider, 11st 7 lbs. (Owner) 1  
Mr. D. Macdonald's Copper King, (Mr. Alderton) 1  
Mr. Darius' Bonaventure, 10st 12 (Mr. Cruickshank) 2  
Other starters: Tuscan King, Forward, Mick, Lamarr Rose and Melbourne.  
The race was uninteresting until the ponies entered the straight when the three placed ponies fought hard for the advantage and finished almost neck and neck.  
Time 2 min. 4 sec. Dividend: Border Raider \$57 50, Copper King \$11 70.

## AN ANTI-FOREIGN LEAGUE.

## New Type of Protection.

The recent animosity against things American has recently shown itself in a new form in Sanning, and taken shape in the organisation of a league, the members of which pledge themselves not only not to use things foreign, but also to do everything possible to discourage others from patronising foreign-made manufactures.

The league at present for it has only recently been organised—is small. But the members call themselves "The lovers of their country." It has branches not only in Sanning, but also in Yanning, Hoiping and in Kongmum, all populous cities in the richer part of the Canton delta.

Workers in all branches of industries are invited to unite, and for once scholars, farmers, workmen, and merchants are urged to join hands in this anti-foreign league. Two classes of persons only will be black-balled and these are native Christians and people of doubtful reputation. All who enter this organisation must swear a solemn oath, that nothing foreign shall clothe their bodies nor support physical life, nor in any way come into their hands. It is indeed a wide-reaching oath to which they pledge themselves. Funds are being subscribed to assist in the propaganda, and "preachers" are appointed to win converts and strengthen the organisation.

It is affirmed that the motive of this new movement is not hatred of the foreigner, nor contempt of foreign manufactures. It is love of Country and fear lest the importation of such large quantities of merchandise and manufactures shall end in the permanent crippling of home industries, and the impoverishment of the Chinese people. It is declared that when a comparison is made between imports and exports, the former are increasing at such a ratio, that when compared with the increase of the latter, the results are startling. It is clearly perceived, and frankly recognised, that the quality of the materials, and the perfection of the finish, by which European manufactures are characterised, make it impossible for the native workers to compete in the open market, and that, therefore, the only way to dam back the overflow of imported goods, is to form a league, the members of which, by oath, shall pledge themselves to pass by all imported goods, and use instead the less suitable articles of home manufacture.

## THE FREIGHT MARKET.

Messrs Lamke and Rogge report under date of Saturday, June 17:—Since issue of our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the Southern nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to hand-carried cargo, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-chartering in the South, the lack of cargo for tonnage to be sent from Saigon to Philippines ports a couple of fixtures have been effected on basis of last rate paid, viz 81 cents per picul, and in addition some of the Manila-owned boats are said to have been taken up elsewhere. Further inquiry does not appear to exist for the moment.

There has been some slight demand for tonnage to load Saigon for Japan, business however did not result, owing to price of rice not proving within reach of intending buyers.

The authorities at Saigon have according to telegraphic advices from Messrs. Wm. G. Hale & Co., dated 15th instant, established quarantine measures against Hongkong, 12 days being enforced against all arrivals from here including voyage.

From Dolo to Ningpo two small sized vessels met with comparatively good employment, securing 42 cents and 36 cents per picul respectively.

Hongkong/Hongkong a vessel is reported fixed at \$2 per ton.

From Bangkok to this no settlements have been effected, neither from Java to our port. The bad state of the local sugar market, continues causing an ill-effect on business in the latter direction.

A further fall has taken place in rates from Yangtze ports, only 20 candareens being obtainable now from Wuhu to Swatow and Wuhu/Canton.

Produce having become cheaper in Newchwang, some enquiry has cropped up for tonnage to load for Southern ports, but no charterers are so far not reported yet.

Coal freights.—As anticipated, the Japanese authorities have not delayed long in taking off the restrictions against the export of coal, and chartering has become practicable again. Two settlements are

## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned has received instructions from E. E. NEWMAN, to Sell by Public Auction, on

**MONDAY,**  
the 26th June, 1905, commencing at 2.30 p.m., at his Residence, 10, Dale No. 17, Conduit Road, THE WHOLE OF ITS VALUABLE HOUSEHOLD FURNITURE.

Consisting of:

SIX TAPESTRY COVERED DRAWING SUITE, OCCASIONAL TABLE, OVERMANTLE, CHEST OF DRAWERS, MUSIC STAND, DESK with MIRROR, CARPETS, LACE CURTAINS, FIRE SCREENS, OAK TABLE, &c., &c.

TEAK SIDEBOARD with BEVELLED MIRROR, DINING TABLE, DINING CHAIRS, DINING WAGGON, SILK EMBROIDERED SCREEN, LACE CURTAINS, CUPBOARD, GLASS and CROCKERY WARE, &c., &c.

BRASS MOUNTED BEDSTRAWS, WARDROBE with MIRROR, TOILET TABLE, MARBLE TOP WASHBASIN, TOILET SETS, COMBINATION BOOKCASE and DESK, &c., &c.

BATHROOM, PANTRY, and KITCHEN REQUISITES.

One Cottage Piano by Collard and Collard.

Also, A Quantity of ELECTRICAL FITTINGS, and A Large Quantity of PLANTS in POTS, &c., &c. As Customary.

On View from Saturday, the 24th June, 1905.

**GEO. P. LAMBERT,**  
Auctioneer.

Hongkong, June 19, 1905. 1176

## NAVY CONTRACT.

TENDERS are invited for supply of FRESH WATER for the period of 12 months commencing 1st JULY next, to H.M. NAVAL YARD, Hongkong, or to any of H.M. SHIPS and HIRE VESSELS lying in the Harbour.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, and should be returned not later than SATURDAY, the 24th June, 1905.

Hongkong, June 19, 1905. 1173

## SANTARY BOARD OFFICE.

## HONGKONG.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the Western Division of the City of Victoria occupied by Members of more than one family must be CLEANED and LIMEWASHED THROUGHOUT by the Owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room and Staircase—all cubicle partitions—Stair Casings and Stair Linings, all Ceilings and the Underneath of Roofs, both in M.B. Buildings, Offices and Servants' Quarters and in the various Verandahs.

The Backyard should have its Containing Walls Lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cloverley Street.

C. F. W. BOWEN-ROWLANDS,  
Assistant Secretary.

Dated this 31st day of May, 1905. 1172

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## ARABIAN APOLLO.

Captain E. F. will be despatched for the above Ports on FRIDAY, the 23rd Inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, June 19, 1905. 1175

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE STEAMSHIP OCEANO.

## FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk into the Godowns of the HONGKONG AND KOWLOON WAREHOUSE and Godowns Co., at Kowloon, whence and for from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, June 19, 1905. 1171

## To-day's Advertisements

## THIS SPACE HAS BEEN RESERVED.

## BY

## KING BROTHERS,

## 3, New London Street,

## LONDON, E.C.

Hongkong, January 4, 1904. 20-1

## NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO.  
Hongkong, May 13, 1905. 926

## REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.

CHIN JOD HENG CO.,  
OPUM FARMER.

Hongkong, June 19, 1905. 1179

## FOR SALE.

'BLICK' TYPEWRITER No. 7  
Nearly New, \$60.

Apply  
Care of 'CHINA MAIL' Office.

Hongkong, June 19, 1905. 1178

## SITUATION WANTED.

BY AN ENGLISHWOMAN with a view to going Home next Spring; would travel.

Apply to  
Care of 'CHINA MAIL' Office.

Hongkong, June 19, 1905. 1177

## BOARD AND RESIDENCE.

THE Proprietors of the 'TANG YUEN' is removing on the 1st July, and is opening a larger Boarding House at 'BRAESIDE' 20, MACDONNELL ROAD, where the accommodation comprises large Dining and Reception Rooms, large and well-furnished Bedrooms, Tennis Courts, and large Garden, with fine view of the Harbour.

Address:—Mrs F. W. WATTS,  
'Braeside' 20, Macdonnell Road,  
Hongkong, June 19, 1905. 1174

## SELECT BOARD &amp; RESIDENCE AT 'BRAESIDE'.

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to

Mrs F. W. WATTS,  
BRAESIDE, 20, MACDONNELL ROAD,  
(C/o of 'TANG YUEN').

Hongkong, June 19, 1905. 92

## THE DAIRY FARM CO., LTD.

## AUSTRALIAN FROZEN MEATS.

BEEF.—Sirloin, Rump or Porter, house Steak ... 30 cents.  
Soup Meat ... 16  
Various ... 12  
MUTTON.—Loose Chops ... 52  
Leg ... 30  
Rib ... 26  
Fore Quarters ... 22

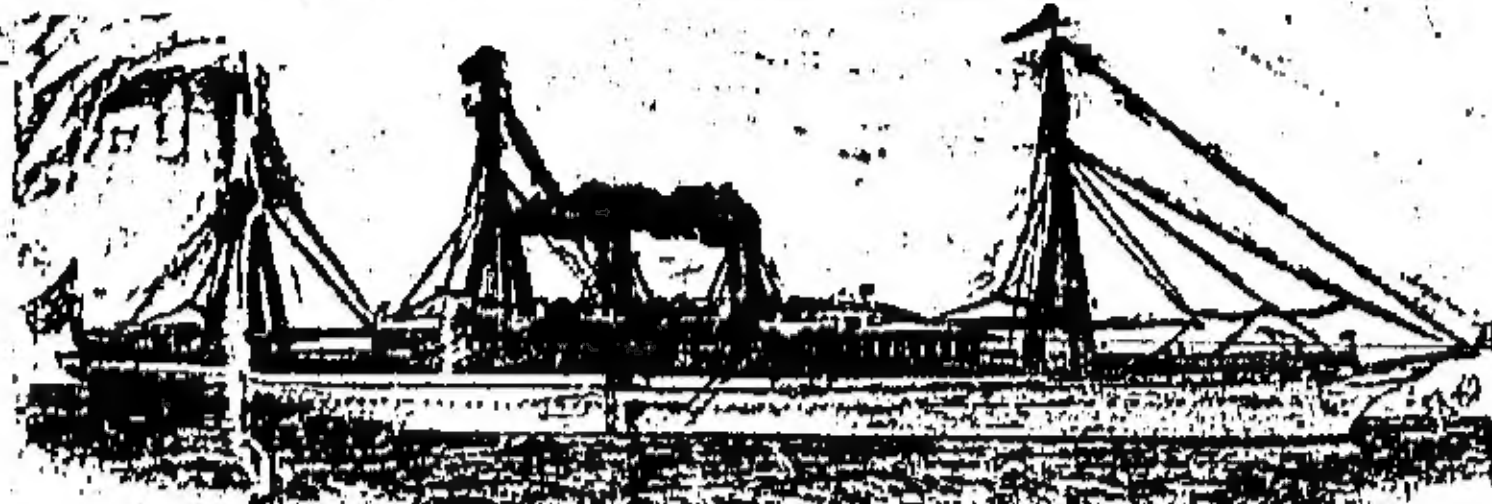


## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE  
indicated—  
FOR STEAMERS TO SAIL ON REMARKS.  
YOKOHAMA, via SHANGHAI, MOJI, **FORMOSA** About 24th June. Freight and  
and KOBE (Passing through the Inland Sea). T. W. H. SNOW Passage.  
LONDON & ANTWERP, via **PALERMO** About 27th June. Freight only.  
6' PORE, PANG, CUBO PORT E. G. ANDREWS  
SAID AND MARSEILLES. H. W. KENRICK, R.N.R.  
SHANGHAI, **CHUSAN** About 30th June. Freight and  
H. W. KENRICK, R.N.R. Passage.  
LONDON, &c. **NUBIA** Noon, 1st July. Sea Special  
F. J. FOX Advertisement

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.  
P. & O. S. N. Co.'s Office, Hongkong, June 17, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Sailing 8 to 7 Days across the Pacific.  
R.M.S. **PROVINCIAL** Sailing from Hongkong. (Subject to Alteration).  
**EMPEROR OF INDIA**, Com. E. BERTHAM, R.N.R. 6000 Tons WEDNESDAY, June 21.  
**TARTAR**, Com. W. DAVIDSON, R.N.R. 4425 Tons WEDNESDAY, July 6.  
**EMPEROR OF JAPAN**, Com. H. FRYER, R.N.R. 6000 Tons WEDNESDAY, July 12.  
**EMPEROR OF CHINA**, Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.  
**ATHENIAN**, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 9.  
Hongkong to London, 1st Class, via St. Lawrence £200. via New York £22.  
Intermediate on Steamers, £40. " " £42.  
and let Class Rail, " " £40. " " £42.  
THE magnificent **EMPEROR** STEAMSHIP'S passing through the famous IN-  
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-  
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-  
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. **TARTAR** AND **ATHENIAN** Carry INTERMEDIATE Passengers only  
at intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.  
For further Information, Maps, Guides, Books, Rates of Freight and Passage,  
apply to **D. E. BROWN, General Agent,**  
Hongkong, June 14, 1905.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,  
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.  
**NICOMEDIA** 4370 WAGNER July 1, 1905.  
**NUMANTIA** 4370 BREMER July 16, 1905.  
**ARABIA** 4483 METZENTH Aug. 6, 1905.  
**ARAGONIA** 5198 SCHULTZ Aug. 26, 1905.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian  
and United States Ports. For through rates of Freight and further information,  
communicate with or apply to  
**PORTLAND & ASIATIC STEAMSHIP COMPANY.**  
Hongkong, June 14, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.  
FOR STEAMERS LEAVING  
ANPING, via SWATOW AND AMOY, **PROMISE** TUESDAY, June 20, 10 a.m.  
Capt. THORNTON  
TAMSAI, via SWATOW AND AMOY, **PROTEUS** SUNDAY, June 26, 8 a.m.  
Capt. KRABBE  
ON account of the present state of political affairs, all the Company's New Steamers  
have been requisitioned for Transport Service, and the above-named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Services.  
As soon as the state of Affairs permit the Company will resume running with its spe-  
cially designed new Steamers.  
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co's local Branch  
Office, at No. 6, Des Voeux Road Central.  
**T. ARIMA, Manager.**  
Hongkong, June 15, 1905.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.  
Steamers. Tons. Captains. To Sail.  
**FLAIDES** 3758 F. G. Furlington About June 30.  
**SHAWMUT** 3608 E. V. Roberts About July 12.  
**TREBONT** 3608 T. W. Galtick About Aug. 8.  
Cargo only.  
GREAT FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The Twin-screw s.s. **Shawmut** and **Trebont** are fitted with very superior  
accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness & sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in gold storage.  
**PARCEL EXPRESS TO THE UNITED STATES AND CANADA**  
For further information, Apply to  
**Dodwell & Co., Limited,**  
GENERAL AGENTS,  
Queen's Buildings, Hongkong, May 9, 1905.

## Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

OUTWARDS.  
FROM STEAMERS TO SAIL  
GLASGOW AND LIVERPOOL **SAFAX** 23rd June.  
GLASGOW AND LIVERPOOL **INDONESIA** 30th June.  
GLASGOW AND LIVERPOOL **STINTOR** 7th July.  
GLASGOW AND LIVERPOOL **PATROCLUS** 14th July.  
GLASGOW AND LIVERPOOL **KREMONA** 18th July.  
GLASGOW AND LIVERPOOL **PARLON** 18th July.  
GLASGOW AND LIVERPOOL **ACHILLE** 25th July.

## HOMEWARDS.

TO SAIL  
\* GENOA, MARSEILLES & LIVERPOOL **DEUCALION** 29th June.  
AMSTERDAM, LONDON & ANTWERP **CALCHAS** 21st June.  
LONDON, AMSTERDAM & ANTWERP **HYSON** 1st July.  
LONDON, AMSTERDAM & ANTWERP **GLAUCUS** 18th July.  
\* GENOA, MARSEILLES & LIVERPOOL **TELEMACHUS** 30th July.  
LONDON, AMSTERDAM & ANTWERP **ASAN** 1st August.  
LONDON, AMSTERDAM & ANTWERP **IONENUS** 15th August.  
\* GENOA, MARSEILLES & LIVERPOOL **STINTOR** 20th August.  
Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES OF  
AMERICA AND CANADA.

## EASTWARD.

FOR STEAMERS TO SAIL  
VICTORIA, SEATTLE, TACOMA, and **VIKING** 19th July.  
all PACIFIC COAST PORTS, via KREMUN  
NAGASAKI, KOBE & YOKOHAMA

## WESTWARD.

FROM STEAMERS TO SAIL  
TACOMA, SEATTLE, VICTORIA, and **CANPA** 20th June.  
all PACIFIC COAST PORTS, via KREMUN  
NAGASAKI, KOBE & YOKOHAMA

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 13, 1905.

## CHINA NAVIGATION CO., LD.

FOR STEAMERS TO SAIL  
CHEFOO **CHINESE** 20th June.  
MANILA **TAMING** 20th June.  
YOKOHAMA AND KOBE **CHINGTO** 21st June.  
SHANGHAI **SHANGHAI** 21st June.  
SWATOW, WEIHAIWEI, CHEFOO **CHIEH** 21st June.  
and TIENTSIN **TIENTSIN** 23rd June.  
CHU & LOLO **KAIPOON** 23rd June.  
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE **CHINGTO** 10th July.  
The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table.  
A duly qualified Surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand and other  
Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and  
Australian Ports.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, June 10, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships.  
Electric Light—Perfect Cuisine—Surgeon and  
Stewards carried.—All the most up-to-date arrange-  
ments for comfort of Passengers.  
**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captains.	For	Sailing Dates.
<b>ZAFIRO</b>	2540	R. Rodger	Manila	June 24, at Noon.
<b>RUBI</b>	2540	A. H. Nottley	Manila	July 1, at Noon.

For Freight or Passage, apply to  
**Shewan, Tomes & Co.,**  
General Managers.  
Hongkong, June 19, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK, via PORTS AND  
SUZ CANAL.  
(WITH LIBERTY TO CALL AT THE  
MALABAR COAST).  
**S.S. NORDEPO** About 22nd June.  
**S.S. INDRAWADI** About 26th July.  
For Freight and further information, apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, June 12, 1905.

## HONGKONG—NEW YORK.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK,  
VIA PORTS AND SUZ CANAL.  
With Liberty to Call at Malabar Coast.  
PROPOSED SAILINGS FROM HONGKONG  
STEAMERS. TO SAIL. 1905.  
MONTROSE About June 27.  
ST HUGO About July 15.  
SHIMOSA To follow.  
For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.  
Hongkong, June 9, 1905.

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

NOTICE  
The Austrian Lloyd's Steam Navigation  
Co.'s Steamer  
**MARIA VALERIE**  
having met with an accident, her SAIL-  
ING DATE has been INDEFINITELY  
POSTPONED.  
**SANDER, WIELER & Co.,**  
Agents.  
Princes' Building,  
Hongkong, May 30, 1905.

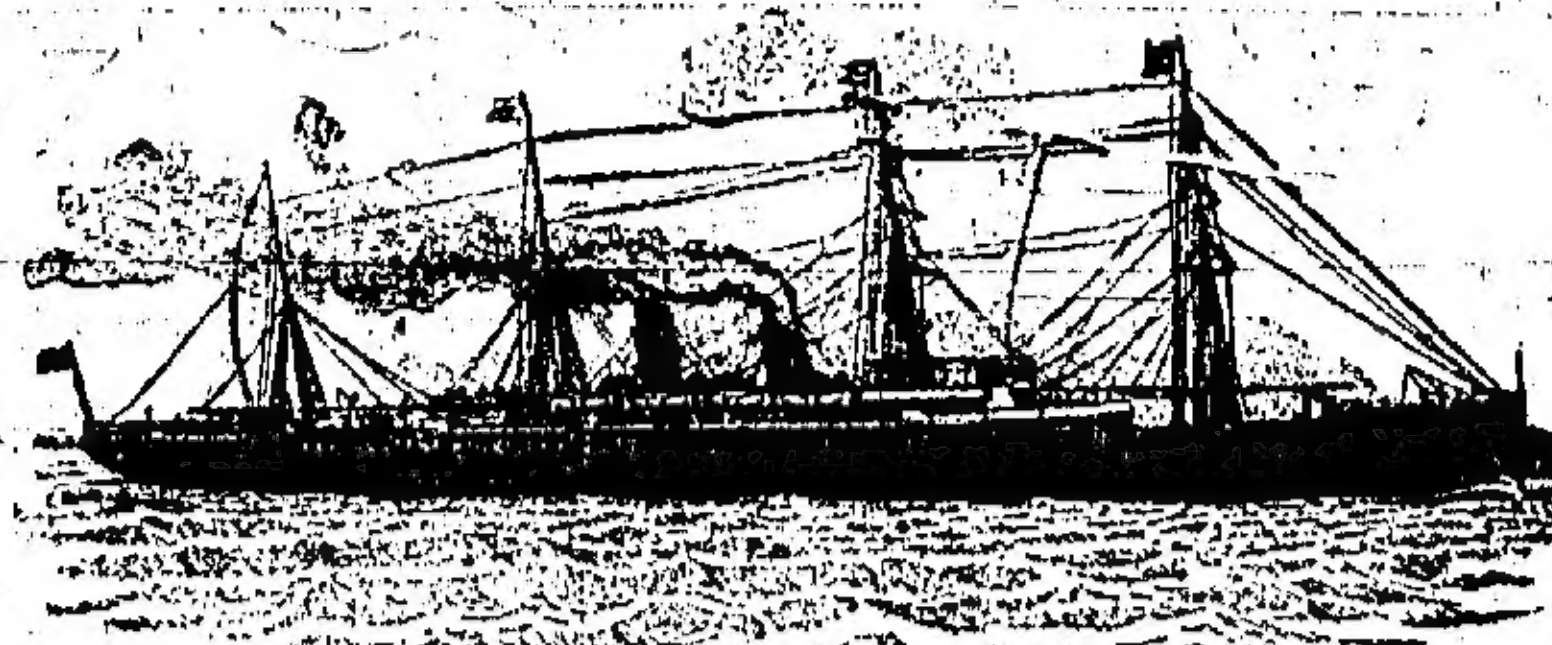
## Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND  
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,  
AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,  
on the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

COPTO	4,352 Gross Tons.	THURSDAY	22nd June, at Noon.
SIBERIA	11,284	THURSDAY	6th July, at Noon.
MONGOLIA	13,639	TUESDAY	18th July, at Noon.
CHINA	5,080	FRIDAY	28th July, at Noon.
DORIC	4,784	FRIDAY	11th Aug., at Noon.
MANCHURIA	13,639	FRIDAY	18th Aug., at Noon.
KOREA	11,278	FRIDAY	1st Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,278 tons, Oct.  
18th-23th, 1902; 10 days, 15 hours.

THE O. & O. Steamship COPTO will be despatched for SAN FRANCISCO, via  
AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA)  
YOKOHAMA, and HONOLULU on THURSDAY, the 22nd June, at Noon, taking  
Freight for Japan, the United States, and Europe. Passengers are allowed to break  
their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Ore-  
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and  
South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the  
Companies, DEWEY'S BUILDING,  
Queen's Buildings,  
Hongkong, June 17, 1905.

S. SILVERSTONE, Agent.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SINGAPORE, SOURA	<b>HOPSAK</b>	TUESDAY, June 20, at 3 P.M.
BATA & SAMARANG	<b>YUENSANG</b>	FRIDAY, June 23, at 3 P.M.
MANILA	<b>HANGSANG</b>	FRIDAY, June 23, at 3 P.M.
SHANGHAI	<b>SHANGHAI</b>	FRIDAY, June 23, at 3 P.M.
SINGAPORE, PENANG	<b>SHANGHAI</b>	FRIDAY, June 23, at 3 P.M.
and CALOUTTA	<b>SHANGHAI</b>	FRIDAY, June 23, at 3 P.M.
SANDAKAN	<b>MAUSANG</b>	TUESDAY, June 27, at 3 P.M.
TIENTSIN	<b>BEANG</b>	WEDNESDAY, June 28, at 3 P.M.

\* These Steamers have superior Accommodation for First-class Passengers, and  
are fitted throughout with Electric Light.  
+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang  
and Yangtze Ports.  
+ Taking Cargo on through Bills of Lading to Lahad Datu, Singapore, Tawau,  
Kuala, Noakan, Jesselton and Labuan.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, June 17, 1905.

SOUTH AFRICAN LINE OF  
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to  
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	Captain
<b>SWANLEY</b>	J. P. DAWSON
<b>COURTFIELD</b>	J. W. MARTIN
<b>ORANLEY</b>	W. E. STEELE
<b>KEBAL</b>	M. ROBERTSON
<b>ASOOT</b>	O. E. COX
<b>LOTHIAN</b>	J. G. WILLIAMSON
<b>IRKYM</b>	E. S. PEABEE
<b>SIRE</b>	J. ROWLEY
<b>SOPALA</b>	GEN. SHEPHERD
<b>INDRAJAHMA</b>	R. P. CLAYTON
<b>INDRAVELLI</b>	J. CULLINSON
<b>SEALDA</b>	Geo. BROWN
<b>CATHERINE PARK</b>	COPE
<b>INKULA</b>	DEAN

For Freight, apply to  
**GIBB, LIVINGSTON & CO., Agents.**  
Hongkong, February 9, 1905.

Hongkong, June 13, 1905.

BRITISH INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND  
RANGOON.

THE Company's Steamship  
**ZAIDA**  
Captain O. WILLIS, will be despatched  
as above on TUESDAY, the 20th June,  
at Daylight.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, May 13, 1905.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship  
**HAICHONG**  
Captain HOLMES, will be despatched  
for the above Ports on TUESDAY, the 20th  
Inst., at 11 a.m.  
For Freight or Passage, apply to  
**DOUGLAS, LARPAIT & Co.,**  
General Managers.  
Hongkong, June 17, 1905.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO  
SHANGHAI, YOKOHAMA AND  
KOBE.

THE Company's Steamship  
**CHINA**  
Captain TOUTANOVICH, will leave for the  
above places on SATURDAY, 24th Inst.,  
at 11 a.m.  
For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
Agents.  
Princes' Building,  
Hongkong, June 17, 1905.

THE Steamship  
**CALEDONIAN**.

MAURICE GREESBY, will be despatched  
for MARSEILLES on TUESDAY, the 27th  
June, 1905, at 1 P.M.  
Passage Tickets and through Bills of  
Lading issued for above ports.  
Cargo also booked for principal places in  
Europe.  
Next Sailings will be as follows—  
**S.S. OCEANIC** July 11, 1905.  
**S.S. TOBRANK** July 20, 1905.  
**S.S. TOSKIN** August 8, 1905.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, June 13, 1905.

FOR NEW YORK,  
VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast).  
THE Steamship  
**KENNEDY**  
will be despatched for the above ports  
about EARLY JULY, 1905.  
For Freight, etc., Apply to  
**STANDARD OIL COMPANY  
OF NEW YORK**  
Oriental Freight Department,  
4 Des Voeux Road Central.  
Hongkong, May 18, 1905.

Hongkong, June 17, 1905.

## Shipping.

GREAT NORTHERN STEAM-  
SHIP COMPANY.

Operating in conjunction with  
THE GREAT NORTHERN AND  
NORTHERN PACIFIC RAILWAY OF  
U. S. A.

FOR SEATTLE, via SHANGHAI,  
NAGASAKI, KOBE AND YOKOHAMA  
(Passing through the INLAND SEA OF  
JAPAN).

THE Magnificent New Twin-screw  
Steamship

## 'MINNESOTA'

Tons 20,718 Gross Reg.

Captain J. H. BARNES

Will sail on TUESDAY, the 20th

June, at Noon, conveying Cargo to the

Pacific Coast, United States and Canadian

Overland Common Points; also Passengers to

the United States, Europe, &c.

This Steamer is luxuriously fitted with

spacious SUITES and STATEROOMS

equipped with CIRCULATING LIBRA-

RY, MUSIC, SMOKING, ROOMS,

BARBER SHOP, NURSERY, STEAM

LAUNDRY.

Special Provision is made for the safe

transport of SILK, TREASURE and Val-

uable Cargo; and PARCELS are carried at

low rate to all points of U.S.A. in con-  
nection with the Great Northern and Northern  
Pacific Express Companies.

Trans-Pacific Cabin Passengers by this

Line can, if desired, TRAVEL BY RAIL

between the ports of Nagasaki, Kobe and

Yokohama WITHOUT EXTRA CHARGE.

Also FIRST CLASS RETURN TICKETS to

Shanghai and Japan Ports are available

for return by the steamers of the REGU-

LAR MAIL LINES.

For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA,**  
Agents.  
Hongkong, June 13, 1905.

## 'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship  
**BENLOMOND**  
Captain HENDERSON, will be despatched as  
above on or about SATURDAY, the 24th  
June.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, June 13, 1905.

AUSTRIAN LLOYD'S  
STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUZ, and PORT

SAID.

(Taking cargo at through rates to the

BRITISH, SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT,

VENICE and ADRIATIC PORTS).

THE Company's Steamship  
**NIPPON**  
Captain SCOTT, will be despatched as above  
on THURSDAY, the 29th June, p.m.  
This Steamer has accommodation for  
passengers, Electric Light and carries a  
Doctor.

For information as to Passage & Freight,  
apply to  
**SANDER, WIELER & Co.,**  
Agents.  
Princes' Building,  
Hongkong, June 1, 1905.

## STEAM FOR

STRAITS, OCEAN, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITE-

RANEAN PORTS, PLYMOUTH AND

LONDON.

Through Bills of Lading issued for DATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

THE Steamship **NUBIA**, Captain  
F. J. FOX, carrying His Ma-  
jesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY, the  
24th July, at Noon, taking Passengers  
and Cargo for the above Ports in con-  
nection with the Company's s.s. **Mongolia**,  
9,600







### VISITORS AT HOTELS.

Vessels <sup>Ad</sup> Advertised as Loading.

W. A. L. McO. Krenn

Vessels <sup>Ad</sup> Advertised as Loading.

Agents	Date of Lease
Gibb, Livingston & Co.	July 12, at 1
Jardine, Matheson & Co.	June 20, at 1
Butterfield & Swire...	June 21.
Butterfield & Swire...	June 20.
12 & 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	June 20.

Butterfield & Swire...	June 20,
Butterfield & Swire...	June 20.
Butterfield & Swire	July 20.
Java-China-Japan Line	1st half of J
Java-China-Japan Line	2nd half of
Java-China-Japan Line	2nd half of
Nippon Yusen Kaisha.	June 20, at
Gibb, Livingston & Co.	about June
Butterfield & Swire	July 1

Butterfield & Swire...	July 18.
Butterfield & Swire...	August 1.
P. & O. S. N. Co....	About June
P. & O. S. N. Co....	July 1, at N
Butterfield & Swire ..	June 21.
Messageries Maritimes	June 27, at
Shewan, Tomes & Co.	June 24, at
Shewan, Tomes & Co.	July 1, at

Jardine, Matheson & Co.	June 23, at
Butterfield & Swire	June 20.
Butterfield & Swire...	July 19.
Standard Oil Co. ....	About early
Dodwell & Co. Limited	About June
Dodwell & Co., Ltd.	About July
Shewan, Tomes & Co.	About June
Shewan, Tomes & Co.	About July

O. & O. S. S. Co.,	June 22, a
Pacific Mail S. S. Co.,	July 6, at
Pacific Mail S. S. Co.,	July 18, at
Pacific Mail S. S. Co.,	July 28, at
O. & O. S. S. Co.,	Aug. 11, a
P. & O. S. N. Co.,	About Jun
P. & O. S. N. Co.,	About Jun
Sander, Wieler & Co.,	June 24, p
Sander, Wieler & Co.,	June 29, p

pear (s) .....	D. Sarsöon & Co, Ltd	June 23,
.....	Jardine, Matheson & Co	June 20,
(s).....	Jardine, Matheson & Co	June 23,
.....	Butterfield & Swire ..	June 21,
(s).....	Butterfield & Swire ..	June 21,
(s).....	Portland & A. S. Co.,	July 1,
(s).....	Portland & A. S. Co.,	July 16,
.....	Portland & A. S. Co.	Aug. 9,

Butterfield & Swire...	June 21.
Douglas LaPraik & Co.	June 20.
Osaka Shosen Kaisha...	June 20.
Osaka Shosen Kaisha...	June 25.
Jardine, Matheson & Co.	June 27.
Butterfield & Swire...	June 20.
Dodwell & Co. Limited	About J
Dodwell & Co. Limited	About J
Osaka Shosen Kaisha...	June 21.

India (s) ..	Canadian P'nc R. Co.	June 21.
.....	Canadian P'nc R. Co.	July 5.
Japan (s) ..	Canadian P'nc R. Co.	July 12.

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## LIST-QUOTATIONS

	No. of Shares.	Value.	Paid up.	Closing Qu. Cos.
Corp.	80,000	\$ 125	all	\$802, sales
...	99,225	£ 7	£ 5	London, £837, buyers

.....	10,000	\$	250	\$	80	\$520, sellers
.....	24,000	\$	88.83	\$	25	\$65, buyers
.....	10,000	\$	15	\$	5	Tls-82
.....	10,000	\$	250	\$	100	\$895, sellers
Ld.	8,000	\$	100	\$	80	\$172½
.....	20,000	\$	100	20		\$57,
Ld.	8,000	\$	250	50		\$302½, sales &

ad.,	50,000	\$	50	all	\$195, sales
.....	8,000	\$	25	\$ 25	\$384
.....	6,000	\$	62	\$ 62	\$18, sellers
.....	55,700	Tls.	100	Tls.100	Tls. 185, buyers

...{	80,000	\$	50	\$ 50	\$214, sellers
...{	90,000	\$	50	all	\$38, sellers

Ed.	80,000	2	15	2	15	\$27 sales
ted	80,000	£	10	all		\$101, sellers
	10,000	3	10	\$	10	\$35, sellers
	10,000	£	10	\$	5	\$27, sellers
...	800,000	£	1	£	1	22/6, sellers
...	2,000	Tls.	50	Tls.	50	Tls. 30, sales
	100,000	Tls.	50	Tls.	50	{ Tls. 60, buy Tls. 50, buy

20,000	\$	100	all	\$215, sellers
7,000	\$	100	all	\$32, sellers
7,000	Tls.	50	T 50	Tls. 70, sales
80,000				
10,000	\$	50	all	\$100
20,000				
12,000	Tls.	100	Tls 100	Tls. 187 1/2

50,000	\$	100	100	\$122, sellers
52,000	Tls.	50	Tls. 50	Tls. 120, buyers
6,000	\$	50	80	\$40, sellers
3,764	Tls.	25	Tls. 25	Tls. 12, buyers
150,000	\$	10	all	\$13, sellers

...	12,500	\$	50	\$	50	\$50. sellers
Ltd.	1,250	\$	100	all		\$212, buyers
}	16,000	cs.	250	all		\$490
	200,000	\$	1	12/10		\$1
...	12,000	\$	50			\$114. sellers

12,000	\$ 00	\$ 25	Ths. 140, sellers
2,000	T. Ths. 50	Ths. 50	\$31, sales
10,000	\$ 25	\$ 25	
60,000			{ \$12, sales
30,000	\$ 10	\$ 10	{ \$12, sales
10,000	\$ 10	\$ 10	\$8, sellers
7,000	\$ 10	all	\$160, buyers

8,000	Tls.	50	Tls.	50	Tls. 121, sales
30,000	\$	10	\$	10	\$172, sales & b
30,000	\$	10	\$	5	\$111, sales & se
100,000	\$	10	\$	10	(\$26), sales
50,000	\$	10	\$	5	(\$16)
					251, buyers

8,804	£	22/10	£12/6	89
100,000	£	10	8	4
100,000	£	10	8	10
15,000	£	10	8	10
25,000	£	7 1/2	8	6
5,000	£	2 1/2	all	
7,200	£	8	E. 20	
10,000	£	50	all	
10,000	£	10	all	

20,000	Tls. 50	Tls 50	Tls. 38, buyers
10,000	Tls. 75	Tls. 75	Tls. 30, buyers
8,000	Tls. 100	Tls. 100	Tls. 39
2,000	Tls. 500	Tls. 00	Tls. 18 <sup>7</sup> , sellers

50,000	\$	10	\$	10	\$123, sellers
60,000	\$	12	\$	12	\$123, sellers
1,200	\$	10	\$	all	\$36
12,000	\$	10	\$	10	\$111, sellers
1,200	\$	60	\$	60	\$50
6,000	\$	25	\$	25	\$23, sellers

Value.	Interest.	Quotation.
1000	7 1/2 % p. annum	Par.

VERNON and SMYTH, Share-Brokers

proprietor, GEO. MURRAY BAIN, by WILLIAM  
Street Hongkong.

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